# CANADIAN PACIFIC RAILWAY

## EASTERN REGION — QUEBEC DISTRICT — MONTREAL TERMINALS

INSTILL ACHIEVE SAFETY SAFETY ENDORSE MAINTAIN

# TIME 179 TABLE

INSTILL ACHIEVE SAFETY SAFETY ENDORSE MAINTAIN

## TAKING EFFECT at 12.01 a.m., SUNDAY, DECEMBER 5th, 1948

### GOVERNED BY EASTERN STANDARD TIME

FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES ONLY

THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND EAST OR SOUTH BOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE (INFERIOR) DIRECTION

THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. EVERY EMPLOYEE WHOSE DUTIES ARE PRESCRIBED BY THE RULES AND EVERY EMPLOYEE WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS, MUST HAVE A COPY OF THE RULES AND OF THE CURRENT TIME TABLE ACCESSIBLE WHEN ON DUTY.

G. N. CURLEY,
GENERAL MANAGER

F. A. POULIOT,
GENERAL SUPERINTENDENT

| PAGE | SUBDIVISION | FROM | TO | MILES |
|---|---|---|---|---|
| 3 | Park Avenue | Place Viger | Jacques Cartier Jct. | 9.0 |
| 4 & 5 | Adirondack | Adirondack Jct. | Breslay | 11.3 |
| 4 & 5 | Westmount | Windsor Stn. | Montreal West | 4.8 |
| 4 & 5 | | Montreal West | Grovehill | 3.1 |
| 4 & 5 | | Montreal West | South Jct. | 1.0 |
| 4 & 5 | | Montreal West | North Jct. | 1.1 |
| 4 & 5 | | St. Luc Jct. | Ballantyne | 2.1 |
| | | Outremont | Mile End | 1.6 |
| | | Lasalle | Cote St. Paul (Inc. Loop Line) | 10.4 |
| | | | Total | 44.4 |

Farnham Division Train Dispatchers will issue train orders between Adirondack Jct., and Montreal West via South Jct. and between Lasalle and Cote St. Paul. Dispatching Office at Farnham—Telegraph Call F.

Smiths Falls Division Train Dispatchers will issue train orders between Montreal (Windsor Stn.), and Ballantyne, Montreal West and North Jct. between South Jct. and Outremont and between St. Luc and Ballantyne. Dispatching Office at Smiths Falls—Telegraph Call Q.

Laurentian Division Train Dispatchers will issue train orders between Outremont, Breslay, Jacques Cartier Jct., and Place Viger. Dispatching Office at Park Avenue—Telegraph Call Q.

M. R. MARTIN,
Assistant Superintendent.

J. W. HARMAN,
Assistant Superintendent.

G. E. MAYNE,
Superintendent,
Montreal.

## MEDICAL SERVICES

| NAME | PHONE | RESIDENCE |
|---|---|---|
| DR. C. P. FENWICK, Chief of Medical Services | Atlantic 5644 | Room 327 Windsor Station<br>3445 Ridgewood Ave. |
| DR. G. EARLE WIGHT, District Medical Officer | Fitzroy 2831 | 1538 Sherbrooke St. W. |
| DR. E. P. GRENIER | Harbour 2622 | 3744 St. Denis St. |
| DR. NEWMAN B. FREEDMAN | Fitzroy 5000<br>Dexter 1881 | 807 Medical Arts Building<br>4832 Victoria Ave. |
| DR. W. A. NELSON INGLIS | Plateau 6848<br>Exdale 2417 | 1440 Crescent St.<br>7505 Caledonia St. |
| DR. J. A. CORRIGAN | Amherst 6481 | 4320 Delorimier Ave. |
| DR. H. S. MITCHELL | Belair 3210 | 1414 Drummond St. |
| DR. J. R. LOCHEAD | Fitzroy 2612 | 4291 Sherbrooke St. W. |
| DR. JACQUES BEAUPRE | Falkirk 2506 | Apt. 5<br>2490 Sherbrooke St. E. |
| DR. F. VICTOR OGULNIK | Plateau 9600 | 1396 St. Catherine St. W. |
| DR. EARL E. LESAGE | Crescent 4516 | 5657 Park Ave. |
| DR. J. G. KIRKLAND | Calumet 2120 | 7764 St. Denis Street |
| DR. H. A. SINCLAIR | Dollard 8344 | 425 St. Joseph Blvd. |
| DR. J. H. JACOBS | | Caughnawaga |
| DR. C. A. KIRKLAND | Dexter 0220 | 133 Fourth Ave., Ville St. Pierre |
| DR. WALTER W. READ | Elwood 9898 | 574 Claremont Ave. |
| DR. E. J. MULLALLY | Harbour 9560 | 2021 Union Ave. |
| DR. A. CHARTIER | Lancaster 2574 | 1414 Drummond St. |
| DR. J. U. PAGE | Amherst 4457 | 500 St. Joseph Blvd. |
| DR. C. P. GABOURY | Exdale 1719<br>Plateau 2211 (Local 8-238) | 2634 St. Catherine Road<br>Angus (hours: 9.00 a.m.-5.00 p.m. ex. Sat. & Sun.) 9.00 a.m.- 12.00 noon Saty's. |

Employees are reminded that the Company's Medical Officers are at their disposal without fee, for treatment if personal injury sustained in any accident occurring in the course of employment.

## MONTREAL TERMINALS DIVISION FOOTNOTES

Transfer of passengers from incoming to outgoing trains will be made at Montreal West, unless incoming train can arrive Montreal, Windsor Station, fifteen minutes before departure time of outgoing train. Should a train with passengers for connection be delayed after leaving Montreal West, outgoing train must be held for connection at Montreal or Westmount.

Inbound boat trains will flag stop at Park Avenue, Montreal West and Westmount to detrain passengers, and outbound boat trains will flag stop at Westmount, and Montreal West and will stop at Park Avenue to entrain passengers.

§N.Y.C. trains will flag stop at stations indicated by § to entrain or detrain passengers destined to or from points on New York Central lines.

§D. & H. trains will flag stop at stations indicated by § to entrain or detrain passengers destined to or from points on D. & H.

§No. 21 will flag stop at Montreal West to entrain passengers.

§Nos. 209 and 2 will stop at Montreal West to detrain passengers.

§C.N.R. No. 15 will flag stop at Montreal West to entrain for advertised stops.

§Nos. 9 and 7 will flag stop at Montreal West to entrain for advertised stops Ottawa and west.

§No. 39 will flag stop at Lasalle Sunday only to entrain passengers.

§No. 519 will stop at Westmount to entrain passengers only.

No. 905 Freight due to leave Outremont 6.45 p.m. and Ballantyne 7.00 p.m. daily except Saturday and Sunday.
No. 91 Freight due Breslay 12.30 a.m. daily except Monday.
No. 907 Freight due Adirondack Jct. 2.15 a.m., South Jct. 3.00 a.m., Outremont 4.30 a.m. daily.
No. 903 Freight due Adirondack Jct. 8.00 p.m., South Jct. 8.40 p.m. and Ballantyne 10.00 p.m., daily.
No. 908 Freight due to leave Outremont 11.15 p.m. daily.
No. 914 Freight due to leave Outremont 10.30 p.m. daily.
No. 974 Stock due Ballantyne 10.45 p.m. daily.
No. 88 Freight due to leave Breslay 11.50 p.m. daily.
No. 85 Freight due to leave Breslay 12.30 a.m. daily except Sunday.
No. 913 Freight due Adirondack Jct. 11.55 p.m., South Jct. 12.45 a.m., Outremont 3.15 a.m. daily except Monday.
No. 902 Freight due Ballantyne 11.30 p.m., South Jct. 12.50 a.m., Adirondack Jct. 12.59 a.m. daily.
No. 951 Freight due South Jct. 7.15 p.m., Ballantyne 1.00 a.m. daily.
No. 952 Freight due Ballantyne 11.40 a.m., South Jct. 1.00 p.m., Adirondack Jct. 1.10 p.m., daily.
No. 901 Freight due Adirondack Jct. 3.00 a.m., South Jct. 3.45 a.m. and Ballantyne 5.00 a.m. daily.
No. 86 Freight due Breslay 4.00 a.m. daily except Monday.
No. 910 Freight due Ballantyne 5.15 a.m., Place Viger 7.00 a.m. daily except Sunday and Monday.
No. 87 Freight due Breslay 5.45 a.m. daily except Monday.
No. 915 Freight due Adirondack Jct. 5.40 a.m., South Jct. 6.15 a.m. and Ballantyne 7.30 a.m. daily.
No. 904 Freight due Ballantyne 5.45 a.m., South Jct. 7.00 a.m., Adirondack Jct. 7.09 a.m. daily.
No. 906 Freight due Ballantyne 7.10 a.m., South Jct. 10.00 a.m., Adirondack Jct. 10.10 a.m. daily.

## INBOUND TRAINS—READ UP

FIRST CLASS

| Miles from Place Viger | Telegraph and Telephone Offices | STATIONS | Telegraph Calls | 357 Quebec Psgr. aDaily | 470 St. Lin Psgr. aDaily ex. Sun. | 464 Ste. Agathe Psgr. aDaily ex. Sun. | 466 Ste. Agathe Psgr. aSun. only | 349 Quebec Psgr. aDaily | 422 Ottawa Psgr. aDaily | 452 Mont Laurier Psgr. aDaily ex. Sun. | 428 Ottawa Psgr. aSat. only | 353 The Frontenac Psgr. aDaily | 450 Ste. Agathe Psgr. aSun. only | 454 Labelle Psgr. aDaily ex. Sun. | 472 St. Lin Psgr. aSun. only | 456 Labelle Psgr. aSun. only | 351 Quebec Psgr. aDaily | 424 Ottawa Psgr. aDaily | 355 The Viger Psgr. aDaily | 460 Mont Laurier Psgr. aSun. only | 375 St. Gabriel Psgr. aSun. only | 458 Labelle Psgr. aSun. only |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | | | | | P.M. | | | | | | P.M. | |
| .0 | D | PLACE VIGER K | M C | | 7.35 | 8.35 | 9.35 | 12.15 | 12.25 | 2.00 | | | | | 8.15 | | | | | | 10.30 | |
| | | 2.0 | | | | | | | | | | | | | | | | | | | | |
| 2.0 | D N | HOCHELAGA X | H O | | 7.28 | 8.28 | 9.28 | 12.08 | 12.18 | 1.53 | | | | | 8.08 | | | | | | 10.24 | |
| | | 1.1 | | | | | | | | | | | | | | | | | | | | |
| 3.1 | .... | ANGUS X | G | | f 7.25 | 8.25 | 9.25 | 12.05 | 12.15 | 1.50 | | | | | 8.05 | | | | | | 10.21 | |
| | | 1.9 | | | | | | | | | | | | | | | | | | | | |
| 5.0 | D N | MILE END X | M D | | 7.21 | 8.21 | 9.21 | 12.01 | 12.11 | 1.46 | | | | | 8.01 | | | | | | 10.18 | |
| | | 0.9 | | A.M. | | | | P.M. | | | P.M. | P.M. | P.M. | P.M. | | P.M. | P.M. | P.M. | P.M. | P.M. | | P.M. |
| 5.9 | D N | ★ BRESLAY RX | B Y | 6.41 | 7.19 | 8.19 | 9.19 | 11.59 | 12.09 | 1.44 | 5.01 | 5.21 | 5.41 | 6.36 | 7.59 | 8.21 | 8.31 | 9.11 | 9.36 | 10.06 | 10.16 | 10.56 |
| | | 0.2 | | | | | | | | | | | | | | | | | | | | |
| 6.1 | .... | ★ PARK AVENUE X | R V | s 6.40 6.30 | s 7.18 | s 8.18 | s 9.18 | s 11.58 | s 12.08 | s 1.43 | s 5.00 | s 5.20 | s 5.40 | s 6.35 | s 7.58 | s 8.20 | s 8.30 | s 9.10 | s 9.35 | s 10.05 | s 10.15 | s 10.55 |
| | | 2.3 | | | | | | | | | | | | | | | | | | | | |
| 8.4 | D N | ★Z JAC. CARTIER JCT. X (Jet. C.N.R.) | J | 6.24 | f 7.10 | 8.10 | 9.10 | 11.52 | 12.01 | 1.35 | 4.50 | 5.12 | 5.32 | 6.28 | 7.52 | 8.11 | 8.19 | 9.01 | 9.27 | 9.56 | 10.08 | 10.46 |
| | | | | A.M. | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
| | | 1.4 | | | | | | | | | | | | | | | | | | | | |

Montreal Terminals — Double Track — Automatic Block

★No passing track.

## OUTBOUND TRAINS—READ DOWN

FIRST CLASS

| Miles from Place Viger | Telegraph and Telephone Offices | STATIONS | Telegraph Calls | 358 Quebec Psgr. /Daily | 350 Quebec Psgr. /Daily | 439 Mont Laurier Psgr. /Sun. only | 471 St. Lin Psgr. /Sun. only | 441 Ste. Agathe Psgr. /Sat. only | 421 Ottawa Psgr. /Daily | 378 St. Gabriel Psgr. /Sun. only | 453 Labelle Psgr. /Daily | 354 The Frontenac Psgr. /Daily | 473 St. Lin Psgr. /Sat. only | 447 Ste. Agathe Psgr. /Sat. only | 427 Ottawa Psgr. /Sat. only | 362 Quebec Psgr. /Sat. only | 445 Mont Laurier Psgr. /Sat. only | 352 Quebec Psgr. /Daily | 449 Labelle Psgr. /Fri. only | 457 Mont Laurier Psgr. /Daily ex. Sat. and Sun. | 423 Ottawa Psgr. /Daily | 469 St. Lin Psgr. /Daily ex. Sat. and Sun. | 356 The Viger Psgr. /Daily ex. Sat. | 455 Labelle Psgr. /Sat. only | 465 Ste. Agathe Psgr. /Fri. only | 463 Ste. Agathe Psgr. /Daily ex. Fri. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | A.M. | | | A.M. | | | P.M. | | | | P.M. | P.M. | | P.M. | P.M. | P.M. | | | P.M. | P.M. |
| .0 | D | PLACE VIGER K | M C | | | | 8.30 | | | 9.00 | | | 1.00 | | | | 1.40 | 4.45 | | 5.20 | 5.40 | 6 15 | | | 8.30 | 11.30 |
| | | 2.0 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.0 | D N | HOCHELAGA X | H O | | | | 8.35 | | | 9.05 | | | 1.05 | | | | 1.45 | 4.50 | | 5.25 | 5.45 | 6 20 | | | 8.35 | 11.35 |
| | | 1.1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1 | .... | ANGUS X | G | | | | 8.38 | | | 9.08 | | | 1.08 | | | | 1.48 | 4.53 | | 5.28 | 5.48 | 6 23 | | | 8.38 | 11.38 |
| | | 1.9 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.0 | D N | MILE END X | M D | | | | 8.41 | | | 9.11 | | | 1.11 | | | | 1.51 | 4.56 | | 5.31 | 5 51 | 6.26 | | | 8.41 | 11.41 |
| | | 0.9 | | A.M. | A.M. | A.M. | | A.M. | A.M. | | A.M. | A.M. | | P.M. | P.M. | P.M. | | | P.M. | | | | P.M. | P.M. | | |
| 5.9 | D N | ★ BRESLAY RX | B Y | 12.20 | 8.05 | 8.25 | 8.43 | 8.45 | 9.00 | 9.13 | 9.20 | 10.10 | 1.13 | 1.25 | 1.35 | 1.45 | 1.53 | 4.58 | 5.10 | 5.33 | 5.53 | 6 28 | 7.25 | 7.30 | 8.43 | 11.43 |
| | | 0.2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.1 | .... | ★ PARK AVENUE X | R V | s 12.25 | s 8.10 | s 8.30 | s 8.45 | s 8.50 | s 9.05 | s 9.15 | s 9.25 | s 10.15 | s 1.15 | s 1.30 | s 1.40 | s 1.50 | s 2.00 | s 5.00 | s 5.15 | s 5.40 | s 5.55 | s 6 30 | s 7.30 | s 7.35 | s 8.45 | s 11.45 |
| | | 2.3 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.4 | D N | ★Z JAC. CARTIER JCT. X (Jet. C.N.R.) | J | 12.30 | 8.14 | 8.34 | 8.49 | 8.54 | 9.09 | 9.19 | 9.29 | 10.18 | 1.19 | 1.34 | 1.44 | 1.54 | 2.04 | 5.04 | 5.19 | 5.44 | 5.59 | 6 34 | 7.33 | 7.38 | 8.49 | 11.49 |
| | | | | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
| | | 1.4 | | | | | | | | | | | | | | | | | | | | | | | | |

Montreal Terminals — Double Track — Automatic Block

★No passing track.

## OUTBOUND TRAINS—READ DOWN

FIRST CLASS

| 519 | 449 | 29 | 505 | 15 | 40 | 204 | 234 | 362 | 531 | 427 | 447 | 513 | 517 | 529 | 515 | 354 | 573 | 220 | 597 | 35 | 212 | 453 | 202 | 421 | 503 | 441 | 439 | 350 | 232 | Telegraph Calls | STATIONS | Telegraph and Telephone Offices |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rigaud Psgr. /Daily ex. Sat. and Sun. | Labelle Psgr. /Fri. only | Perth Psgr. /Daily ex. Sun. | Ottawa Psgr. /Daily ex. Sun | C.N.R. Psgr. /Daily | St. John Psgr. /Daily ex. Sat. | Megantic Psgr. /Sat. only | N.Y.C. Psgr. / Sat. only | Quebec Psgr. /Sat. only | Rigaud Psgr. /Sat. only | Ottawa Psgr. /Sat. only | Ste. Agathe Psgr. /Sat. only | Rigaud Psgr. /Sat. only | Rigaud Psgr. /Daily ex. Sat. | Rigaud Psgr. /Sat. only | Rigaud Psgr. /Sun. only | The Frontenac Psgr. /Daily | Vaudreuil Psgr. /Daily ex. Sat. and Sun. | D. & H. Psgr. /Daily | Smiths Falls Psgr. /Sun. only | Toronto Psgr. /Daily ex. Sun. | The Alouette Psgr. /Daily | Labelle Psgr. /Daily | Sherbrooke Psgr. /Daily | Ottawa Psgr. /Daily | Ottawa Psgr. /Daily | Ste. Agathe Psgr. /Sat. only | Mont Laurier Psgr /Sun. only | Quebec Psgr. /Daily | N.Y.C. Psgr. /Daily | | | |
| P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M | P.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | | | |
| 5.12 | 4.45 | 4.15 | 4.10 | 3.30 | 3.15 | 1.40 | 1.35 | 1.20 | 1.15 | 1.10 | 1.00 | 12.20 | 12.15 | 12.15 | 10.25 | 9.45 | 9.35 | 9.30 | 9.25 | 9.25 | 9.15 | 8.55 | 8.50 | 8.35 | 8.25 | 8.20 | 8.00 | 7.40 | 7.00 | W J | K.....MONTREAL..... | D |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | (Windsor Stn.) 2.0 | |
| § 5.18 | s 4.51 | s 4.21 | s 4.16 | s 3.36 | s 3.22 | s 1.46 | § 1.41 | s 1.26 | s 1.21 | s 1.16 | s 1.06 | s12.26 | s12.21 | s12.21 | s10.31 | s 9.51 | s 9.41 | s 9.36 | s 9.31 | s 9.31 | s 9.21 | s 9.01 | s 8.56 | s 8.41 | s 8.31 | s 8.26 | s 8.06 | s 7.46 | § 7.06 | MW | XY....WESTMOUNT.....★ | D |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2.7 | |
| 5.23 | s 4.57 | s 4.30 | s 4.24 | § 3.42 | s 3.29 | s 1.52 | § 1.47 | s 1.32 | s 1.27 | s 1.22 | s 1.12 | s12.32 | s12.27 | 12.26 | s10.37 | s 9.57 | s 9.47 | s 9.42 | s 9.37 | s 9.37 | s 9.27 | s 9.07 | s 9.02 | s 8.47 | s 8.37 | s 8.32 | s 8.12 | s 7.52 | § 7.12 | B N | XR.MONTREAL WEST..★ | D |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1.4 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | f12.35 | f12.30 | ..... | ..... | ..... | f 9.50 | ..... | f 9.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | J N | .....SORTIN.....★ | .... |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0.8 | |
| 5.27 | ..... | 4.35 | 4.27 | 3.45 | ..... | ..... | ..... | ..... | 1.31 | ..... | ..... | 12.37 | 12 32 | 12.29 | 10 41 | ..... | 9.52 | ..... | 9.42 | 9.40 | ..... | ..... | ..... | ..... | 8.40 | ..... | ..... | ..... | ..... | J C | XR....BALLANTYNE.....★ | D N |
| P.M. | | P.M. | P.M. | P.M. | | | | | P.M. | | | P.M. | P.M. | P.M. | A.M. | | A.M. | | A.M. | A.M. | | | | | A.M. | | | | | | | |
| ..... | ..... | ..... | ..... | ..... | 3.31 | 1.54 | 1.49 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.44 | ..... | ..... | 9.29 | ..... | 9.04 | ..... | ..... | ..... | ..... | ..... | 7.14 | D U | XR.....SOUTH JCT.....★ | D N |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1.4 | |
| ..... | ..... | ..... | ..... | ..... | 3.34 | 1.57 | s 1.52 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.47 | ..... | ..... | s 9.33 | ..... | 9.07 | ..... | ..... | ..... | ..... | ..... | s 7.17 | H A | XWY.....LASALLE.....★ | D |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1.7 | |
| ..... | ..... | ..... | ..... | ..... | 3.37 | 2.00 | s 1.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.50 | ..... | ..... | s 9.37 | ..... | 9.10 | ..... | ..... | ..... | ..... | ..... | § 7.20 | D | XYRZ.ADIRONDACK JCT... | D N |
| | | | | | P.M. | P.M. | P.M. | | | | | | | | | | | A.M. | | | A.M. | | A.M. | | | | | | A.M. | | | |
| ..... | 4.59 | ..... | ..... | ..... | ..... | ..... | ..... | 1.34 | ..... | 1.24 | 1.14 | ..... | ..... | ..... | ..... | 9.59 | ..... | ..... | ..... | ..... | ..... | 9.09 | ..... | 8.49 | ..... | 8.34 | 8.14 | 7.54 | ..... | .... | X.....NORTH JCT.....★ | .... |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0.9 | |
| ..... | 5.01 | ..... | ..... | ..... | ..... | ..... | ..... | 1.36 | ..... | 1.26 | 1.16 | ..... | ..... | ..... | ..... | 10.01 | ..... | ..... | ..... | ..... | ..... | 9.11 | ..... | 8.51 | ..... | 8.36 | 8.16 | 7.56 | ..... | A J | XR.....ST. LUC JCT..... | D N |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3.9 | |
| ..... | 5.07 | ..... | ..... | ..... | ..... | ..... | ..... | 1.42 | ..... | 1.32 | 1.23 | ..... | ..... | ..... | ..... | 10.08 | ..... | ..... | ..... | ..... | ..... | 9.18 | ..... | 8.58 | ..... | 8.42 | 8.22 | 8.02 | ..... | O A | KW....OUTREMONT..... | D N |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1.0 | |
| ..... | 5.10 | ..... | ..... | ..... | ..... | ..... | ..... | 1.45 | ..... | 1.35 | 1.25 | ..... | ..... | ..... | ..... | 10 10 | ..... | ..... | ..... | ..... | ..... | 9.20 | ..... | 9.00 | ..... | 8.45 | 8.25 | 8 05 | ..... | B Y | XR.....BRESLAY.....★ | D N |
| | P.M. | | | | | | | P.M. | | P.M. | P.M. | | | | | A.M. | | | | | | A.M. | | A.M. | | A.M. | A.M. | A.M. | | | Miles from Montreal 11.4 | |

★No Passing Track

## OUTBOUND TRAINS—READ DOWN

FOURTH CLASS / SECOND CLASS / FIRST CLASS

| 906 | 916 | 908 | 914 | 952 | 904 | 902 | 358 | 523 | 21 | 1 | 222 | 511 | 210 | 224 | 7 | 9 | 42 | 455 | 356 | 571 | 533 | 238 | 521 | 507 | 587 | 214 | 236 | 581 | 577 | Telegraph Calls | STATIONS | Telegraph and Telephone Offices |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Inter-state Freight /Daily | Maritime Freight /Daily | Maritime Freight /Daily | Sherbrooke Freight /Daily | Seaboard Freight /Daily | Inter-state Freight /Daily | Inter-state Freight /Daily | Quebec Psgr. /Daily | Rigaud Psgr. /Daily | Chicago Psgr. /Daily | Vancouver Psgr. / Daily | D. & H. Psgr. /Daily | Rigaud Psgr. /Daily ex Sat. and Sun. | The Redwing Psgr. /Daily | D. & H. Psgr. /Daily | The Dominion Psgr. /Daily | Sudbury Psgr. /Daily | St. John Psgr. /Daily | Labelle Psgr. /Sat. only | The Vigor Psgr. /Daily ex. Sat. | Vaudreuil Psgr. /Daily ex Sat. and Sun. | Rigaud Psgr. /Sat. only | N.Y.C. Psgr. /Daily | Rigaud Psgr. /Daily ex. Sat. and Sun. | Ottawa Psgr. /Sun. only | Vaudreuil Psgr. /Daily ex Sat. and Sun. | Newport Psgr. /Daily ex. Sun. | N.Y.C. Psgr. /Daily ex. Sun. | Vaudreuil Psgr. /Daily ex. Sat. and Sun. | Mtl. West Psgr. /Daily ex. Sat. and Sun. | | | |
| ..... | .... | ..... | ..... | ..... | ..... | ..... | P.M. 11.55 | P.M. 11.45 | P.M. 11.00 | P.M. 10.15 | P.M. 9.50 | P.M. 9.15 | P.M. 8.25 | P.M. 8.15 | P.M. 8.00 | P.M. 7.45 | P.M. 7.40 | P.M. 7.05 | P.M. 7.00 | P.M. 6.55 | P.M. 6.40 | P.M. 6.25 | P.M. 6.20 | P.M. 6.15 | P.M. 5.50 | P.M. 5.30 | P.M. 5.25 | P.M. 5.20 | P.M. 5.15 | W J | K....MONTREAL..... | D |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | (Windsor Stn.) 2.0 | |
| ..... | .... | ..... | ..... | ..... | ..... | ..... | A.M. s12.01 | s11.51 | s11.07 | s10.21 | s 9.57 | s 9.21 | s 8.31 | s 8.21 | s 8.07 | s 7.52 | s 7.47 | s 7.11 | s 7.06 | s 7.01 | s 6.46 | § 6.31 | s 6.26 | s 6.21 | s 5.56 | s 5.36 | § 5.31 | s 5.27 | s 5.22 | MW | XY...WESTMOUNT.....★ | D |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2.7 | |
| ..... | .... | ..... | ..... | ..... | ..... | ..... | s12.07 | s11 57 | §11.15 | s10.27 | s10.05 | s 9.27 | s 8.37 | s 8.27 | § 8.15 | § 8.00 | s 7.55 | s 7.17 | s 7.12 | s 7.07 | s 6.52 | § 6.37 | s 6.32 | s 6.27 | s 6.02 | s 5.45 | § 5.37 | s 5.34 | 5 28 | B N | XR. MONTREAL WEST..★ | D |
| | | | | | | | | A.M. f12.01 | | | | | | | | | | | | | | | | | | | | | P.M. | | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | | | | | | | | | | | | | | | | | f 6.05 | | | | | J N | .....SORTIN.....★ | .... |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1.4 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12.02 | 11.19 | 10.31 | ..... | 9.31 | ..... | ..... | 8.18 | 8.03 | ..... | ..... | ..... | 7.11 | 6.56 | ..... | 6.36 | 6.30 | 6.07 | ..... | ..... | 5.38 | ..... | J C | XR....BALLANTYNE.....★ | D N |
| A.M. | A.M. | P.M. | P.M. | P.M. | A.M. | A.M. | | A.M. | P.M. | P.M. | | P.M. | | | P.M. | P.M. | | | | P.M. | P.M. | | P.M. | P.M. | P.M. | | | P.M. | | | | |
| 10.00 | 3 30 | 11.35 | 10.50 | 1.00 | 7.00 | 12.50 | ..... | ..... | ..... | ..... | 10.07 | ..... | 8.39 | 8.30 | ..... | ..... | 7.57 | ..... | ..... | ..... | ..... | 6.39 | ..... | ..... | ..... | 5.48 | 5.39 | ..... | ..... | D U | XR.....SOUTH JCT.....★ | D N |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1.4 | |
| 10.05 | 3.35 | 11.40 | 10.55 | 1.05 | 7.04 | 12.54 | ..... | ..... | ..... | ..... | 10.10 | ..... | 8.41 | § 8.34 | ..... | ..... | 7.59 | ..... | ..... | ..... | ..... | s 6.42 | ..... | ..... | ..... | s 5.52 | s 5.42 | ..... | ..... | H A | XWY.....LASALLE.....★ | D |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1.7 | |
| 10.10 | 3 40 | 11.45 | 11.00 | 1.10 | 7.09 | 12.59 | ..... | ..... | ..... | ..... | 10.14 | ..... | 8.44 | § 8.38 | ..... | ..... | 8.02 | ..... | ..... | ..... | ..... | s 6.45 | ..... | ..... | ..... | s 5.56 | s 5.45 | ..... | ..... | D | XYRZ. ADIRONDACK JCT.. | D N |
| A.M. | A.M. | P.M. | P.M. | P.M. | A.M. | A.M. | | | | | P.M. | | P.M. | P.M. | | | P.M. | | | | | P.M. | | | | P.M. | P.M. | | | | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12.09 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7.19 | 7.14 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | .... | X....NORTH JCT.....★ | .... |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0.9 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12.11 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7.21 | 7.16 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | A J | XR....ST. LUC JCT..... | D N |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3.9 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12.18 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7.27 | 7.22 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | O A | KW...OUTREMONT..... | D N |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1.0 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7.30 | 7.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | B Y | XR.....BRESLAY.....★ | D N |
| | | | | | | | A.M. | | | | | | | | | | | P.M. | P.M. | | | | | | | | | | | | Miles from Montreal 11.4 | |

★No Passing Track

INBOUND TRAINS—READ UP

FIRST CLASS

| Telegraph and Telephone Offices | STATIONS | Telegraph Calls | 2 Montreal Psgr. aDaily | 357 Quebec Psgr. aDaily | 516 Rigaud Psgr. aDaily ex. Sun. | 22 The Overseas Psgr. aDaily | 41 St. John Psgr. aDaily | 225 D. & H. Psgr. aDaily | 570 Vaudreuil Psgr. aDaily ex. Sat. and Sun. | 522 Rigaud Psgr. aSat. only | 512 Rigaud Psgr. aDaily ex. Sat. and Sun. | 231 N.Y.C. Psgr. aDaily ex. Sun. | 221 D. & H. Psgr. aDaily | 209 The Red Wing Psgr. aDaily | 572 Vaudreuil Psgr. aDaily ex. Sat. and Sun. | 524 Rigaud Psgr. aSat. only | 510 Rigaud Psgr. aDaily ex Sat. and Sun. | 518 Rigaud Psgr. aDaily | 8 The Dominion Psgr. aDaily | 10 Montreal Psgr. aDaily | 233 N.Y.C. Psgr. aDaily | 213 Newport Psgr aDaily ex. Sun. | 39 St. John Psgr. aDaily | 502 Ottawa Psgr. aDaily ex. Sun. | 30 Perth Psgr. aDaily ex. Sun. | 574 Vaudreuil Psgr. aDaily ex. Sat. and Sun. | 215 Sherbrooke Psgr. aSat. only | 235 N.Y.C. Psgr. aSat. only | 428 Ottawa Psgr. aSat. only |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | NOON | P.M. | P.M. | P.M | P.M. |
| D | DOUBLE TRACK—AUTOMATIC BLOCK ..... MONTREAL ..... K | W J | 7.00 | 7.15 | 7.40 | 7.45 | 7.55 | 8.00 | 8.10 | 8.15 | 8.15 | 8.20 | 8.25 | 8.30 | 8.35 | 8.45 | 8.45 | 9.15 | 9.20 | 10.15 | 10.45 | 11.20 | 11.35 | 11.40 | 12.00 | 1.50 | 4.25 | 4.30 | 5.30 |
| | (Windsor Stn.) 2.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | ★ ..... WESTMOUNT ..... YX | MW | s 6.52 | s 7.07 | s 7.32 | s 7.37 | s 7.47 | s 7.52 | s 8.02 | s 8.07 | s 8.07 | § 8.12 | s 8.17 | s 8.22 | s 8.27 | s 8.37 | s 8.37 | s 9.07 | s 9.12 | s 10.07 | § 10.37 | s 11.12 | s 11.27 | s 11.32 | s 11.52 | s 1.42 | s 4.17 | § 4.22 | s 5.22 |
| | 2.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | ★ .... MONTREAL WEST ..... RX | B N | § 6.45 | s 7.00 | s 7.25 | s 7.30 | s 7.40 | s 7.45 | s 7.55 | s 8.00 | s 8.00 | § 8.05 | s 8.10 | § 8.15 | s 8.20 | s 8.30 | s 8.30 | 9.00 s 8.51 | s 9.05 | s 10.00 | § 10.30 | s 11.05 | s 11.20 | s 11.25 | 11.45 s 11.30 | s 1.35 | s 4.10 | § 4.15 | s 5.15 |
| | 1.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| .... | ★ ..... SORTIN ..... | J N | ..... | ..... | f 7.21 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 0.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D N | ..... BALLANTYNE ..... RX | J C | 6.40 | ..... | 7.20 | 7.25 | ..... | ..... | 7.49 | 7.54 | 7.55 | ..... | ..... | ..... | 8.14 | 8.24 | 8.25 | 8.47 | 9.00 | 9.55 | ..... | | ..... | 11.16 | 11.26 | f 1.30 | ..... | ..... | ..... |
| | | | A.M. | | A.M. | A.M. | | | A.M. | A.M. | A.M. | | | | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | | | | A.M. | A.M. | P.M. | | | |
| D N | ★ ..... SOUTH JCT. ..... RX | D U | ..... | ..... | ..... | ..... | 7.35 | 7.42 | ..... | ..... | ..... | 8.01 | 8.05 | 8.11 | ..... | ..... | ..... | ..... | ..... | ..... | 10.23 | 10.59 | 11.15 | ..... | ..... | ..... | 4.04 | 4.11 | ..... |
| | 1.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | ★ ..... LASALLE ..... YWX | H A | ..... | ..... | ..... | ..... | s 7.32 | § 7.38 | ..... | ..... | ..... | s 7.58 | 8 02 | 8.08 | ..... | ..... | ..... | ..... | ..... | ..... | f 10.18 | s 10.56 | § 11.12 | ..... | ..... | ..... | 4.01 | s 4.08 | ..... |
| | 1.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D N | Z ..... ADIRONDACK JCT. ..... RYX | D | ..... | ..... | ..... | ..... | 7.27 | § 7.34 | ..... | ..... | ..... | f 7.55 | 7.59 | 8.04 | ..... | ..... | ..... | ..... | ..... | ..... | f 10.13 | s 10.53 | 11.09 | ..... | ..... | ..... | 3.58 | § 4.05 | ..... |
| | | | | | | | A.M. | A.M. | | | | A.M. | A.M. | A.M. | | | | | | | A.M. | A.M. | A.M. | | | | P.M. | P.M. | |
| .... | ★ ..... NORTH JCT. ..... X | .... | ..... | 6.54 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5.11 |
| | 0.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D N | ..... ST. LUC JCT. ..... RX | A J | ..... | 6.51 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5.09 |
| | 3.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D N | ..... OUTREMONT ..... KW | O A | ..... | 6.43 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5.03 |
| | 1.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D N | ★ ..... BRESLAY ..... RX | B Y | ..... | 6.41 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5.01 |
| | Miles from Montreal 11.4 | | | A.M. | | | | | | | | | | | | | | | | | | | | | | | | | P.M. |

★No Passing Track

INBOUND TRAINS—READ UP

FIRST CLASS

| Telegraph and Telephone Offices | STATIONS | Telegraph Calls | 514 Rigaud Psgr. aDaily | 353 The Frontenac Psgr. aDaily | 578 D.H. Eqpt. aDaily ex. Sat. and Sun. | 450 Ste. Agathe Psgr. aSun. only | 203 Sherbrooke Psgr. aDaily ex. Sat. and Sun. | 454 Labelle Psgr. aDaily ex. Sun. | 223 D. & H. Psgr. aDaily | 504 Ottawa Psgr. aDaily | 36 Toronto Psgr. aDaily ex. Sun. | 580 Vaudreuil Psgr. aDaily ex. Sat. and Sun. | 211 The Alouette Psgr. aDaily | 598 Smiths Falls Psgr. aSun. only | 456 Labelle Psgr. aSun. only | 351 Quebec Psgr. aDaily | 520 Rigaud Psgr. aSun. only | 424 Ottawa Psgr. aDaily | 239 N.Y.C. Psgr. aDaily | 506 Ottawa Psgr. aSun. only | 355 The Vigor Psgr. aDaily | 205 Sherbrooke Psgr. aSun. only | 6 C.N.R. Psgr. aDaily | 460 Mont Laurier Psgr. aSun. only | 458 Labelle Psgr. aSun. only |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
| D | DOUBLE TRACK—AUTOMATIC BLOCK ..... MONTREAL ..... K | W J | 5.35 | 5.50 | 6.00 | 6.10 | 6.35 | 7.10 | 7.15 | 7.25 | 7.30 | 7.50 | 7.55 | 8.40 | 8.50 | 9.00 | 9.10 | 9.40 | 9.55 | 10.00 | 10.05 | 10.10 | 10.15 | 10.35 | 11.25 |
| | (Windsor Stn.) 2.0 | | | | | | | | | | | | | | | | | | | | | | | | |
| D | ★ ..... WESTMOUNT ..... YX | MW | s 5.27 | s 5.42 | 5.50 | s 6.02 | s 6.27 | s 7.02 | s 7.07 | s 7.17 | s 7.22 | s 7.42 | s 7.47 | s 8.32 | s 8.42 | s 8.52 | s 9.02 | s 9.32 | § 9.47 | s 9.52 | s 9.57 | s 10.02 | s 10.07 | s 10.27 | s 11.17 |
| | 2.7 | | | | | | | | | | | | | | | | | | | | | | | | |
| D | ★ .... MONTREAL WEST ..... RX | B N | s 5.20 | s 5.35 | 5.40 | s 5.55 | s 6.20 | s 6.55 | s 7.00 | s 7.10 | s 7.15 | s 7.35 | s 7.40 | s 8.25 | s 8.35 | s 8.45 | s 8.55 | s 9.25 | § 9.40 | s 9.45 | s 9.50 | s 9.55 | s 10.00 | s 10.20 | s 11.10 |
| | 1.4 | | | | | | | | | | | | | | | | | | | | | | | | |
| .... | ★ ..... SORTIN ..... | J N | f 5.15 | ..... | P.M. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 0.8 | | | | | | | | | | | | | | | | | | | | | | | | |
| D N | ..... BALLANTYNE ..... RX | J C | 5.14 | ..... | ..... | ..... | ..... | ..... | ..... | 7.05 | 7.11 | 7.30 | ..... | 8 18 | ..... | ..... | 8.50 | ..... | ..... | 9.40 | ..... | ..... | 9.57 | ..... | ..... |
| | | | P.M. | | | | 6.14 | ..... | 6.57 | P.M. | P.M. | P.M. | 7.36 | P.M. | | | P.M. | | 9.33 | P.M. | | 9.51 | P.M. | | |
| D N | ★ ..... SOUTH JCT. ..... RX | D U | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 1.4 | | | | | | | | | | | | | | | | | | | | | | | | |
| D | ★ ..... LASALLE ..... YWX | H A | ..... | ..... | ..... | ..... | f 6.10 | ..... | 6.54 | ..... | ..... | ..... | s 7.33 | ..... | ..... | ..... | ..... | ..... | f 9.29 | ..... | ..... | f 9.48 | ..... | ..... | ..... |
| | 1.7 | | | | | | | | | | | | | | | | | | | | | | | | |
| D N | Z ..... ADIRONDACK JCT. ..... RYX | D | ..... | ..... | ..... | ..... | 6 06 | ..... | 6.51 | ..... | ..... | ..... | s 7.28 | ..... | ..... | ..... | ..... | ..... | f 9 25 | ..... | ..... | 9 45 | ..... | ..... | ..... |
| | | | | | | | P.M. | | P.M. | | | | P.M. | | | | | | P.M. | | | P.M. | | | |
| .... | ★ ..... NORTH JCT. ..... X | .... | ..... | 5.31 | ..... | 5.51 | ..... | 6.49 | ..... | ..... | ..... | ..... | ..... | ..... | 8.31 | 8.41 | ..... | 9.21 | ..... | ..... | 9.46 | ..... | ..... | 10.16 | 11.06 |
| | 0.9 | | | | | | | | | | | | | | | | | | | | | | | | |
| D N | ..... ST. LUC JCT. ..... RX | A J | ..... | 5.29 | ..... | 5.49 | ..... | 6.46 | ..... | ..... | ..... | ..... | ..... | ..... | 8.29 | 8.39 | ..... | 9.19 | ..... | ..... | 9.44 | ..... | ..... | 10.14 | 11.04 |
| | 3.9 | | | | | | | | | | | | | | | | | | | | | | | | |
| D N | ..... OUTREMONT ..... KW | O A | ..... | 5.23 | ..... | 5.43 | ..... | 6.38 | ..... | ..... | ..... | ..... | ..... | ..... | 8.23 | 8.33 | ..... | 9.13 | ..... | ..... | 9.38 | ..... | ..... | 10.08 | 10.58 |
| | 1.0 | | | | | | | | | | | | | | | | | | | | | | | | |
| D N | ★ ..... BRESLAY ..... RX | B Y | ..... | 5.21 | ..... | 5.41 | ..... | 6.36 | ..... | ..... | ..... | ..... | ..... | ..... | 8.21 | 8 31 | ..... | 9.11 | ..... | ..... | 9 36 | ..... | ..... | 10 06 | 10 56 |
| | Miles from Montreal 11.4 | | | P.M. | | P.M. | | P.M. | | | | | | | P.M. | P.M. | | P.M. | | | P.M. | | | P.M. | P.M. |

★No Passing Track

# SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS BY FIXED SIGNALS

## AUTOMATIC BLOCK SIGNALS

1. ABSOLUTE signals have a lunar white marker light vertically under the signal light or the letter "A" attached to the signal mast and those of the semaphore type have in addition a square end blade. PERMISSIVE signals have a single light or two staggered lights and those of the semaphore type have in addition a pointed end blade.

1A. DWARF Signals marked "A" are ABSOLUTE Signals.

2. ABSOLUTE PERMISSIVE BLOCK. When a train finds an ABSOLUTE block signal indicating STOP it must stop before reaching the signal and not more than two hundred feet from it and may proceed when the signal is cleared. If not immediately cleared it must communicate with Train Dispatcher and upon receiving advice that there is NO CONFLICTING TRAIN MOVEMENT it may proceed under full control to the next signal. If unable to communicate with Train Dispatcher train may proceed under protection of flag to the next signal displaying a less restrictive indication than STOP or STOP AND PROCEED.

When a train finds a PERMISSIVE block signal indicating STOP it must stop before reaching the signal and not more than two hundred feet from it and after train and enginemen have satisfied themselves that the signal is PERMISSIVE may then proceed at once with caution.

TWO LIGHT PERMISSIVE SIGNALS AT PASSING TRACK SWITCHES. When these signals display "red over yellow" it indicates that switch is set for passing track and block clear to fouling point only at the end which train is entering.

GRADE SIGNALS are equipped with a yellow disc showing letter "G". A freight train handling over SEVENTY-FIVE percent of full tonnage may pass this signal when indicating STOP without stopping and proceed through the block at a speed not exceeding ten miles per hour, observing requirements of Special Instruction 4 governing the movements of trains by fixed signals.

3. OVERLAP BLOCK. When a train finds a PERMISSIVE signal indicating STOP it must stop before reaching the signal and not more than two hundred feet from it and may proceed when the signal is cleared. If not immediately cleared a flagman will advance in the direction of the train movement for five minutes after which the train may proceed under full control to the next signal. Should the signal change from the STOP indication before the expiration of the five minutes the train may proceed and be governed by the indication displayed.

When trains meet by train order arrangement the train which is to take the passing track must stop if it finds a signal protecting the block indicating STOP, and may then proceed with caution to the passing track without being preceded by a flagman.

4. In complying with Instructions 2 or 3, trains proceeding against a signal indicating STOP must expect to find the track occupied, a car foul, a switch open, a broken rail or other obstruction in the block.

5. Engineers must use Form S.M. 1 in complying with Rule 506.

## INTERLOCKING SIGNALS

6. Interlocking home signals have two or more lights in a vertical line, and those of the semaphore type have, in addition, a square end blade.

Normally the upper arm or light governs the main route; the second arm or light governs one or more diverging routes, and the lower arm or light governs to any available route at slow speed, prepared to STOP.

Dwarf signals may be of the colour light or semaphore type, and governs to any available route at slow speed, prepared to STOP.

Interlocking signals used as block signals will be equipped with number plates. See Special Instruction No. 7.

7. When a train accepts a lower arm or light or dwarf signal for a main track movement it must proceed with caution through the block, prepared to find the track occupied, a car foul, a switch open, a broken rail or other obstruction in the block.

## SPECIAL ASPECT

8. An automatic signal displaying yellow over green or an interlocking signal displaying yellow over green, or yellow over green over red, indicates proceed, approaching next signal prepared to take diverging route.

## INTERLOCKINGS

9. When hand signals are necessary they must be given only after the switches have been properly set and fastened. Clearance Form "D" must not be used to authorize movements past home signals when inoperative as prescribed in second paragraphs Rules 631 and 663. Otherwise, all Rules and Special Instructions must be observed.

When interlocked switches are equipped with Dual Control Switch machines, the Operator may operate or give permission to operate the switches by hand, in which case a train may pass a home signal indicating STOP, upon receiving hand signal from the operator or trainman. Before giving this permission, the operator must see that all signal control levers are in normal position and must not attempt to operate switch lever until trainman has reported that movement over switches has been completed and that SELECTOR LEVER has been restored to MOTOR (or POWER) position.

The operator or trainman who has received permission to operate an interlocked switch by means of HAND-THROW lever will be governed as follows:

To hand operate dual control switch machine, throw SELECTOR LEVER to the HAND operating position and operate switch by HAND-THROW LEVER. If SELECTOR LEVER is stopped short of the horizontal position, move the HAND-THROW LEVER slowly until SELECTOR LEVER is free to complete stroke.

Hand signals must not be given for switching or train movements over DUAL CONTROL switches when SELECTOR LEVER is in MOTOR (or POWER) position.

Engineers must not accept hand signals as against fixed signals in making movements over these switches unless they have been informed that the SELECTOR LEVER has been placed in HAND operating position.

After movements over interlocked switches are completed, unless otherwise directed, the switches must be left in the original position and SELECTOR LEVER thrown to MOTOR (or POWER) position and both SELECTOR LEVER and HAND-THROW LEVER locked.

## AUTOMATIC INTERLOCKING

10. When an automatic interlocking is out of order, trains or engines must be brought to a stop before reaching the HOME signal and not proceed until trainman has proceeded to the crossing and complied with the following instructions:—

Box marked SWITCHES located on instrument case at crossing is locked with a switch lock.

## AUTOMATIC INTERLOCKING

Unlock box and if lights marked with name of crossing road are lighted and no train is seen approaching on the crossing road, trainman will OPEN knife switch and give proceed hand signal to his train. If lights marked with name of crossing road are not lighted, trainman will assure himself that no train is approaching on the crossing road before opening knife switch. After ngine of train has reached the crossing, trainman will CLOSE knife switch and lock box.

At automatic interlockings where push buttons are provided on home signals to enable a return movement to be made over crossing when switching, trainmen will unlock box and press button. If home signal does not clear, trainmen will comply with instructions in preceding paragraph and flag train over crossing.

## ELECTRIC SWITCH LOCKS

11. To operate an electric switch lock; first unlock door and if indicator is clear turn the handle of the electric lock to the left as far as it will go and then open switch in the usual manner. After switch has been set back for the main track the handle of the electric lock must be turned to the right, door closed and locked. If indicator displays red the switch cannot be unlocked and trainman should communicate with operator and ask for switch to be unlocked.

## AUTOMATIC HIGHWAY CROSSING SIGNALS

12. When a train or engine passes over any highway crossing protected by automatic signals or automatic gates and does not move beyond the end of the circuit it will be necessary, before making a reverse movement over the same crossing, for a member of the train crew to flag the crossing.

## ADIRONDACK SUBDIVISION

13. Should any train find signals No. 407 or 408 at Adirondack Jct. at STOP when no operator on duty, conductor must see that switches are properly set for train movement, before hand signalling train to proceed. After engineer accepts hand signal, he will proceed as per Instruction No. 7.

14. A train must not pass signals Nos. 455, 456 and 457 at St. Luc Jct. until the switches are set for the train movement.

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15. The movement of trains, in both directions, on third track between Glen Yard interlocking and Windsor Station interlocking and between Montreal West and North Jct. will be governed by Signal Indications, which supersede time-table superiority and takes the place of train orders.

16. A train switching on single track between Montreal West and North Jct., must always leave siding switch open, if entire train is clear in siding, otherwise it is possible for a second train to enter single track block.

17. On third track at Greene Avenue, the switch leading to St. Henry yard is equipped with electric switch lock which is controlled by towerman at Glen Yard interlocking. Telephone is located at the switch for train crews to communicate with towerman in asking for switch to be unlocked.

18. Railway crossing at grade with Montreal Tramways at Dominion Textile siding, St. Patrick St.—Interlocked. Movement of C.P.R. trains over this crossing will be governed by home signal located 50 ft. on each side of the diamond. C.P.R. crews will be required to operate the signals and derails when making a movement over this crossing and will be governed by manipulation chart which is posted in the lever shanty for the operation of the levers. When such movement has been completed, the signals must be restored to stop position and the derails on the Street Railway must be closed. The door of the lever shanty is locked with a C.P.R. switch lock and must be locked after having been used.

19. All Junctions Montreal Terminals except Lasalle, St. Luc Jct. and Jacques Cartier Jct., are interlocked—St. Luc Jct.—Automatic signals.

20. Railway crossing at grade and Junction with C.N.R. at Ballantyne—Interlocked.

21. Swing bridge, Lachine Canal, at mileage 43.1, Adirondack S.D.—Interlocked.

22. Railway crossing at grade with Montreal Tramways on South Bank branch, mileage 3.8—Interlocked.

## SPECIAL INSTRUCTIONS

23. "Dead engines in every case must be accompanied by a waybill, except when being moved to the first terminal after failure on road. Locomotive Foreman at originating point shall notify Storekeeper in writing what speed restriction, if any, is to be observed, and this information shall be stamped or written conspicuously on the face of the waybill. Similar written advice will be given to Superintendent and Yardmaster at all terminals, and Yardmaster at all terminals shall notify Chief Dispatcher on what trains dead engines are to move and what, if any, speed restriction applies."

24. Yard engine will handle coach on Lasalle Loop Line as per times shown in current bulletin, copy of which is posted in glass frame on station buildings at Lasalle, Power Junction and Cote St. Paul.

25. Inbound passenger trains arriving Park Avenue Station after 4.00 p.m. will stop with front of engine clear of midway crossing in order to enable passengers to leave through gateway leading directly to street.

26. When a yardman is used to work ahead of the other members of a crew in marking and otherwise getting cars ready for switching, the yardman so used will keep Yard Foreman advised as to the batch of cars he is working at and will advise the Yard Foreman when the work has been completed.

27. All eastbound freight trains operating between Mile End and Hochelaga are restricted to speed of fifteen miles per hour between Masson Street, mileage 3.55 and St. Catherine Street bridge, mileage 1.65 Park Avenue S.D., and will STOP west of road crossing at Angus and at Signal 22 at Hochelaga to fully recharge air brake system, and Engineers to make sure the three-way valve under the gauges are cut in to record brake pipe pressure before proceeding further.

Trains handled by engines with eleven inch compressors, when handling 35 or more heavily loaded cars, such as flour, grain or coal, will in addition to complying with above, be required to set up retainer valve handles, after having made stop at Angus crossing, and will make proper test before proceeding. If, in opinion of engineer of heavily loaded freight trains, retainers are required, he should request that the necessary number be applied as per Air Brake and Air Train Signal Rules 66. Car Limit for eastbound freight trains between Mile End and Hochelaga will be restricted to 40 cars of flour, grain or coal.

28. All tracks within Montreal Terminals from yard limit board located at Mileage 3.83 on the Winchester Subdivision to yard limit board located at Mileage 9.2 on the Park Avenue Subdivision and to yard limit board located at Mileage 38.8 on the Adirondack Subdivision will be considered within yard limits, Rule 93 applying accordingly.

Movements not arranged by time-table or train order may be made in the direction of current of traffic on double track; if fixed signals indicate that the line is clear such movements may be made and trains may be run on the time of superior trains in the same direction, provided they are kept sufficiently clear of first and second class trains to avoid delay. Movements from Glen Yard and Windsor Station will be regulated by towerman, and from Hochelaga and Place Viger by switchtender in charge of main track switches; but trains or yard engines must be positive before taking the crossover switch at any point to use opposite track in the direction of current of traffic, that such track has not been singled by Train Dispatcher. During foggy weather and during snow storms, extra precaution must be taken.

29. Train movements over loop double track, Glen Yard, will be governed by Train Rules for double track. Trains will, unless otherwise directed, keep to the right, observing Rules 93 and D151. Movement must not pass signal indicating STOP until a yellow aspect has been received; in the event that signal is not clear within five minutes arrangements should be made with Yardmaster to move through restricted zone under protection. In the case of drafts backing up, person in charge must be sure to leave valve handle of air hose controller in open position before leaving draft to make such arrangements. Movements must be under full control and speed of eight miles per hour must not be exceeded.

30. Drafts must not exceed speed ten miles per hour when passing Westmount station and when moving through Glen Interlocking. G 3 and 4 class engines with 12,000 gallon tanks when double-headed, must not exceed speed of twenty miles per hour on northbound track, over bridge mileage 43.4.

Trains must not exceed speed of thirty miles per hour over the St. Lawrence River bridge, mileage 41.9, ten miles per hour over Lafleur Avenue crossing, mileage 0.8, South Bank Branch, opposite Lachine Canal bascule bridge, and over Cabot St., Cote St. Paul, twenty miles per hour (or ten miles per hour on back up movements) through Montreal West station yard and fifteen miles per hour through the crossover switches and turnouts at North Jct. and South Jct., and over Interlocking Outremont yard, and over Interlocking, Mile End, and must be under full control and prepared to stop within half the range of vision between Westmount and Windsor Station and through Outremont yard and between Hochelaga and Place Viger, expecting to find main track occupied.

31. Under Air Brake Rule 57 (Running Test), it is necessary for engineers on all passenger trains to make sufficient application of the brakes to ascertain that brakes are in operating condition approaching the diamond at the entrance to Montreal, Windsor Station. In order to have uniform practice in this territory, this test is to be made between the Glen Interlocking Tower and Signal M-14-2 near Greene Avenue, which is the second signal bridge east of the Interlocking Tower.

32. Trainmen who run regularly in and out of Montreal, Windsor Station, will be required to sign special register provided for in Station Master's Office to certify that they are competent to handle drafts between Montreal, Windsor Station and Glen Yard, having properly qualified in the operation of back-up hose and possess full knowledge of hose signal, switches and rules governing movements between these points, and it will be the duty of conductors to ascertain if the trainmen assigned to back up drafts have registered. In the event of trainmen not having qualified, advice by wire should be sent to office of Superintendent of Terminals by conductor so that arrangements can be made to have draft handled by qualified man.

33. In accordance with Air Brake Rule 22, which covers the operation of trains with control from the rear, when backing trains from Montreal, Windsor Station, to Glen Yard, the brakes are to be applied by the Trainman, by using standard back-up hose, on the leading car before backing out of train shed. When Trainman is ready to back out, he will give three blasts with the communicating signal, then apply brakes and he must know that brake is applied on the leading car of the draft, before giving clear hand signal to back up. Engineer must not back up until he knows that brakes have been applied on his engine by the Trainman using the back-up hose and, where a solarium car is the leading car of draft, Engineer will not back up until he receives a second three blasts of communicating signal, after the brakes have been applied.

34. Board of Transport Commissioners orders prohibit the sounding of the whistle on any locomotive or engine within the limits of the Town of Montreal West and the City of Montreal, and the sounding of the whistle or ringing of bells on any locomotive or engine within the limits of the City of Westmount, except for the purpose of giving such signals as are necessary to train operation or except when necessary or advisable to prevent possible accidents. Whistle signals must be given for the following crossings in Montreal Terminals account not being located within the limits of the orders of the Board:—On ADIRONDACK SUBDIVISION, Cote St. Luc Road, Rockland Avenue; NORTH AND SOUTH BANK BRANCH, Dollard Avenue; LASALLE LOOP LINE & ST. LUC BRANCH, all crossings.

35. Operators at Montreal West, Ballantyne, Adirondack Jct., South Jct., St. Luc Jct., Outremont and Breslay will register all trains.

36. The Operator on duty at Montreal West will advise trainmen of incoming passenger trains, the track number in Montreal, Windsor Station, train shed to be used by their train. This to insure that trainmen on arrival may be in a position to open all vestibule doors and direct passengers to detrain on the platform side. The Station Agent at Windsor Station or his representative will communicate this information to the operator at Montreal West.

37. Trainmen and other employees are forbidden to ride on the top or sides of cars and enginemen are forbidden to put head out of engine cab side windows when approaching and passing under Notre Dame St. bridge, located at eastern entrance to Hochelaga Yard, mileage 1.5, and at Barretts Sidings mileage 4.45, Park Avenue Subdivision.

38. Northbound freight trains approaching South Jct. will signify to operator at South Jct. as follows:—Four long blasts of whistle, route to Outremont; one long, two short and two short blasts of whistle, route to Sortin yard.

39. Trainmen must not ride on top or sides of cars when passing through subway underneath Canadian National tracks on South Bank branch of Lachine Canal.

40. The switches controlling movements to and from track No. 2 and the South Bank branch at the north end of Lasalle yard will be treated as main track switches and will, when not in use, be kept right and locked in accordance with train Rule No. 104. The normal indication will be for the South Bank branch and track No. 2 Lasalle yard. Train crews setting out cars at Lasalle will leave them on track No. 1.

41. In carrying out switching movements on siding located over Rockfield St. leading to the Dominion Engineering Works one member of yard crew must flag all movements over this crossing.

42. Account blocking southbound transfers which have to clear in Lasalle yard and which are sometimes ahead of passenger trains, it will be necessary for northbound trains of more than ten cars between the hours of 8.00 a.m. and 12.00 midnight, when taking water at Lasalle, to stop with train clear of crossover, then cut engine off in order to get water.

43. IN SWITCHING IMPERIAL TOBACCO COMPANY'S SIDING, ST. HENRY, Order of the Board No. 53086 restricts switching to night hours—6.30 P.M. to 5.00 A.M.—no car to be allowed to stand on portion of siding on St. Antoine Street. Before any car or locomotive shall cross St. Antoine Street, or move along Bourget Street, the Yard Foreman will precede the movement to see that streets are clear before giving Engineer signal to proceed. MOVEMENTS OVER SUCH STREETS MUST BE PROTECTED BY YARDMAN ON THE GROUND.

44. In performing services on the South Bank Branch (Cote St. Paul Area) no cars are to be allowed to stand on tracks located on the travelled portion of a public street, no back and forth switching movements of cars to be made on that portion of a public street—cars to be switched in order elsewhere—and ALL SWITCHING MOVEMENTS OVER STREETS TO BE FLAGGED.

45. When transfer engines working east of Atwater transfer are required to move over crossing at Fifth Avenue, Ville St. Pierre, adjacent to entrance of Canada Car & Foundry plant, all movements over crossing must be protected by a member of yard crew.

46. All movements over St. Patrick St. Crossing mileage 4.31 (Lasalle loop line) restricted to speed of ten miles per hour and all train and switching movements over crossing to be flagged by member of crew.

47. When No. 1 Auxiliary located at Outremont, is moved, there must be two cars between engine handling auxiliary and the steam crane.

48. N.Y.C. Special Instruction 305 Manual Block System reads as follows:—

"Engines within yard limits must receive permission from signalman before occupying main track and report to signalman when clear of main track."

The yard limit on New York Central tracks at Adirondack Junction extends to a point 2100 feet south of Kanawaki, C.P.R freight train crews who are required to leave cars on New York Central interchange or public team track at Adirondack Junction will, under the provisions of Special Instruction 305 quoted above, obtain permission from the signalman at Adirondack Jct. before entering the block to leave cars and will report promptly when clear of New York Central main track.

49. Rule 99 requires that when flagman has gone out the necessary distance under the conditions existing, he will place two torpedoes on the rail. It must be further understood that when the flagman goes beyond this point, he will leave the two torpedoes at that point as an indication of the location of his train; this does not relieve him from also using torpedoes at the point at which approaching train is flagged.

50. General Train and Interlocking Rules 31 and 31D have been amended to provide that audible signal 14-L be changed from the present form to be "Two long, one short and one long."

In event of crossing mishap, engine bell should be kept ringing after the train has stopped, until attention of outside witnesses as well as employees is called to the fact that regulation has been complied with.

A train or engine having sounded audible signal 14-L and brought to a stop before passing over a public crossing will if the location of train in relation to the crossing warrants, again sound the signal before proceeding over crossing.

51. Board of Transport Commissioners has authorized speed not exceeding fifty miles per hour for PASSENGER TRAINS only over railway crossing at grade with C.N.R. at mileage 2.16. Winchester Subdivision.

52. Trains handling ore cars in 370000 to 377099 series whether loaded or empty, must not exceed speed of thirty miles per hour.

53. To comply with Rule 99, flagmen must go out 13 telegraph poles instead of 10 to equal 500 yards; 31 telegraph poles instead of 24 to equal 1200 yards; 47 telegraph poles instead of 36 to equal 1800 yards.

54. Maintenance of Way employees will provide manual flagging protection as per Maintenance of Way Rules and Instructions.

## HEADLIGHT FAILURES

Board of Transport Commissioners General Order No. 522, dated Nov. 9th, 1933.

That every railway company subject to the legislative authority of the Parliament of Canada be, and it is hereby, required to equip its locomotives used in road service, between sunset and sunrise, with headlights which will enable persons with normal vision in the cab of a locomotive, under normal weather conditions, to see a dark object the size of a man for a distance of 800 feet or more ahead of the locomotive. Such headlight must be maintained in good condition.

That every locomotive used in road service which is regularly required to run backward for any portion of its trip, except to pick up a detached portion of its train, or in making terminal movements, shall have on the rear, a headlight which will meet the requirements of this order.

That nothing in these regulations shall prevent the use of a device whereby the light may be diminished in yards, at stations, and on two or more tracks when approaching trains moving in the opposite direction.

That nothing in these regulations shall prevent the use of temporary devices being used to substitute the regular headlight when necessary to move a train from the point at which the headlight equipment has broken down or failed, provided that the train moves at a speed not exceeding ten miles an hour over any public crossings not specially protected by watchman, gates, or automatic signal, until the first station with passing track or siding, as shown in the time-table, is reached, where an examination must be made and, if possible, the headlight put in good working condition.

That in case repairs cannot be made at the station referred to, the train may proceed to the first repair point displaying such light as may be available and provided at such station, passing over all public highway crossings not specially protected by watchman, gates or automatic signal, at a speed not exceeding twenty miles per hour, provided that, in the event a light cannot be furnished, the engine must be replaced or assisted by an engine displaying the proper light.

That while proceeding to the first station and/or repair point, the whistle signal for all highway crossings not protected by watchman, gates or automatic signal, must be given the second time approaching all such crossings.

That repairs to the equipment must be effected at the first repair point or the engine replaced. (First repair point is such a place at which the Company has the necessary facilities to make ordinary repairs to electrical, or other power headlight equipment).

That spare bulbs, and other necessary parts, must be supplied at the initial terminal, and carried on each locomotive and that a list of such parts be furnished for the information of the engineer, whose duty it shall be to check over to see that such supplies are furnished before starting out on his trip from such terminal.

Engineer must advise dispatcher from first open telegraph office when running with temporary headlight.

## SPECIAL INSTRUCTIONS—Continued

### STEAM WHISTLE FAILURES

In the event of engine whistle failure occurring while train is enroute, enginemen will proceed to first repair point, running with caution approaching and passing public road crossings and stations. At first repair point repairs must be made.

Train Dispatcher must be advised of failure from first open telegraph office.

COMBINATION CRANES—PILE DRIVERS—STEAM SHOVELS, ETC.—are subject to restrictions contained in bridge load chart. On Subdivisions where they are permitted to operate, the following speed restrictions must be observed by trains handling.

| CLASS | RESTRICTION |
|---|---|
| **Group No. 1** | |
| Combination Hoist and Pile Driver, Nos. 414170 to 414200, inc., and all steam cranes (except auxiliary steam cranes). | Must not exceed twenty miles per hour on any Subdivision, but where freight train speed limit is twenty-five miles per hour or less, trains handling these machines must not exceed fifteen miles per hour. |
| **Group No. 2** | |
| All Steam Shovels, and steel Pile Drivers Nos. 400009 - 18 - 19 - 27 - 29 - 32 - 34. 400037 to 400053, inc. | Where freight train speed is thirty-five miles per hour, or over, trains handling must not exceed twenty-five miles per hour. Where freight train speed is from twenty-five to thirty-five miles per hour, trains handling must not exceed twenty miles per hour. Where freight train speed is less than twenty-five miles per hour, trains handling must not exceed fifteen miles per hour. |
| **Group No. 3** | |
| Wooden Pile Drivers. Nos. 400000 - 06 - 26 - 33 Erie Excavators Nos. 101 - 102 and 103 | Five miles per hour less than authorized freight train speed for each subdivision but in no case in excess of thirty miles per hour. |
| Machines on which arrows are placed to indicate the direction of travel must, when practicable, be placed in trains in that manner. | |
| **Group No. 4** | |
| Scale Test Cars 420925 - 26 - 27 | Five miles per hour less than authorized freight train speed for each subdivision, but in no case may speed of thirty miles per hour be exceeded. |

They must, in every case, be handled on rear of freight train immediately ahead of caboose.

### AUXILIARY STEAM CRANES

Where freight train speed is forty miles per hour or over, trains handling must not exceed thirty-five miles per hour. Where freight train speed is less than forty miles per hour, trains handling must not exceed twenty-five miles per hour. Care must be exercised in handling these cranes on down-grades and around sharp curves.

### HANDLING AND MARSHALLING CARS CONTAINING EXPLOSIVES AND CARS PLACARDED "DANGEROUS" AND "POISON GAS" IN TRAINS

#### GENERAL INSTRUCTIONS

Cars containing EXPLOSIVES or tank cars placarded DANGEROUS must not be handled in a train which carries passengers, except on lines where there are no regular trains operating in freight service only.

Cars containing EXPLOSIVES must have air and hand brakes in service, and the train and engine crew must be advised in writing of the presence and location in the train of such cars.

Cars containing EXPLOSIVES must not be placed in trains next to dead engines, loaded tank cars, refrigerator cars equipped with automatic refrigeration of the gas-burning type, wooden frame flat or gondola cars, carloads of pipe, lumber, poles, iron, steel or similar lading which by shifting on account of rough handling may break through end of car containing EXPLOSIVES; nor next to cars containing lighted heaters, stoves or lanterns; nor next to cars with live stock or poultry in charge of an attendant.

Placarded loaded tank cars must not be placed in trains next to cars containing lighted heaters, stoves or lanterns; nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type, nor next to gondola or flat cars with lading such as logs, lumber, rails, pipe or similar articles which are liable to shift.

#### ON THROUGH OR LOCAL FREIGHT TRAINS THE FOLLOWING ALSO APPLIES

Cars containing EXPLOSIVES must be placed in through freight trains near the middle of the train and must not be nearer than the sixteenth car from the engine nor the eleventh car from the caboose, if the length of the train will permit, and when helper power is cut in, must be separated from such helper by at least one car; on local freight trains, they must not be placed nearer than the second car from the engine or caboose; and on through and local trains they must not be placed next to box cars placarded DANGEROUS unless the remainder of the train consists only of such cars.

Placarded loaded tank cars must not be placed in through freight trains nearer than the sixth car from the engine or caboose, and in local freight trains not nearer than the second car from the engine or caboose, when length of train permits; this does not apply when train consists of loaded tank cars only.

#### WHERE ONLY A MIXED TRAIN SERVICE IS OPERATED OR WHERE PASSENGERS ARE CARRIED IN THE CABOOSE OF A FREIGHT TRAIN THE FOLLOWING ALSO APPLIES

A car containing a shipment of EXPLOSIVES not exceeding 1000 lbs. must be so placed in the train that not less than three freight cars are between it and the car carrying passengers and not less than one freight car between it and the engine hauling the rain.

A car containing a shipment of EXPLOSIVES in excess of 1000 lbs. must be so placed in the train that not less than five freight cars are between it and the car carrying passengers and not less than three freight cars between it and the engine hauling the train.

NOTE:—Not more than one car of EXPLOSIVES may be handled in a mixed train, or where passengers are carried in the caboose of a freight train.

When practicable to do so, a car containing EXPLOSIVES must be placed between freight cars not bearing DANGEROUS or POISON GAS placards.

Tank cars placarded DANGEROUS must not be placed next to cars carrying passengers or next to the engine.

## SPECIAL INSTRUCTIONS

A.—At meeting points, not fixed by train order, at which there is no open telegraph office, and at which they do not stop, second, third and fourth class trains running in sections must give identification tickets (Form 1432) to all extra trains, and to all second, third and fourth class trains over which they have right to track by class or direction. Such latter trains must receive such identification tickets or stop the other train to ascertain its identity. Observe Rule 90.

B.—Between the hours of 8.00 p.m. and 8.00 a.m. at all open telegraph offices, EXCEPT ON DOUBLE TRACK AND IN AUTOMATIC SIGNAL TERRITORY ON SINGLE TRACK, trains (except first class and passenger extras), must receive a clearance from the operator, even though signal indicates PROCEED. If there are no 31 orders on hand for delivery to any train in the direction as indicated by the approaching train, operators are required to have clearance ready so engineer and conductor may secure it while passing at slow speed.

C.—Employees must not ride on tops of cars passing under overhead bridges or through tunnels or snow sheds at which there is not sufficient clearance, and must inform themselves respecting location of all buildings, or other obstructions, which have less than standard clearance.

D.—While freight trains are in motion between stations, a trainman must be on the lookout from the cupola of caboose to observe the safe operation of trains, and at a safe distance before commencing the descent of steep grades and approaching railway crossings at grade, junctions, drawbridges, and at points where trains are to be met or passed, and where at any other point failure of brakes would be attended with hazard, must be within convenient access of conductor's valve, and if train is exceeding authorized speed limit, brakes must be applied by him at once, in accordance with Rule 6, Page 6, Air Brake Rules.

E.—In complying with Rule 93 (a) in Automatic Signal territory (single track) on which lamps are not used on main track switches as per revised Rule 104, the automatic signal within two hundred feet of the outer main track switch will mark the STATION LIMITS.

F.—Where two main tracks parallel each other and are less than twenty feet centre to centre, whether such tracks are for double or single track operation, employees in every instance, when stepping out of the way of approaching trains, must move to the right of way and not to the other track. Foremen will be personally responsible for educating their men accordingly.

G.—Snow plows working on double track when passing trains on the other track must not be run at a speed exceeding ten miles per hour, and points must be lifted and wings closed. Flangers must also be lifted when passing trains on the other track.

H.—Trains using crossovers on double track must not run over switches at a speed exceeding ten miles per hour.

J.—Unless some form of block signal is used, or unless otherwise directed, all trains except first class trains must keep at least ten minutes apart, except in closing up at stations. A snowplow train, a light engine or a light loaded freight train (50% of full tonnage or less) must receive a clearance at all open telegraph offices, whether signals indicate STOP or PROCEED, and will not follow any train unless clearance shows arrival at a station ahead. If the station from which it is to follow is not an open telegraph office, it may follow in twenty minutes to the first open telegraph office.

K.—Freight and mixed trains are limited to a speed of twenty-five miles per hour and are not to make any one mile in less than two minutes.

### MAXIMUM SPEED FOR LOCOMOTIVES AS FOLLOWS:—

| | Miles per hour |
|---|---|
| 1.—Locomotives with driving wheels 75 inches nominal diameter and over (F-1-a, F-2-a, G-3-e-f-g-h, H-1, K-1) | 90 |
| Exceptions (a) G-1, G-3-a-b-c-d | 75 |
| 2.—Locomotives with driving wheels 70 inches nominal diameter (A-1, E-5, G-2, G-4, G-5-a-b) | 75 |
| 3.—Locomotives with driving wheels 63 inches in diameter and under (A-2, D-4, J, L, M, N, P-1, P-2, T-1-a) | 50 |
| Exceptions.—(b) D-6, D-9, D-10 | 60 |
| (c) P-2-g-h-j | 65 |
| (d) R-3 | 35 |
| (e) R-2, S-2 | 30 |
| (f) T-1-b | 65 |
| 4.—Switching locomotives, or any locomotive without 2 or 4-wheel engine truck (T-3, U, V, W) | 20 |

5800 series "S-2-a" class engines must not exceed speed of twelve miles per hour over Bridge, mileage 0.6, near Place Viger and must not be operated on the following tracks:—North loop at Sortin yard—The Wye at Hochelaga—The Switchback siding, Greene Ave. to St. Henry—The North and South bank branches, Lachine Canal. The passenger train shed tracks at Place Viger—Delorimier Ave. yard—Mile End (St. Louis and St. Denis yards)—Montreal West yard—No. 7 track Papineau Ave. yard.

6600 series "V-5" class engines must not be operated over North and South Bank Branch of Lachine Canal, or between Hochelaga and Place Viger.

5700 class engines must not be used on interchange tracks at Cote St-Paul.

5700—5800 and 6600 class engines must not be put into Webster's siding north of Westminster Ave., Montreal West.

H-1 and G-4 class engines (2800-2700) must not be operated on sidings next to export shed at East End Cattle Market, Angus.

L.—The position of switches at junction points with other subdivisions is normal when set for main traffic subdivisions. The position of switches at ends of double track is normal when set for trains leaving single track for the double track and against trains leaving double track for single track.

N.—The following additional signs placed opposite certain stations indicate:—

B. Bulletin and Registering Point.
K. Comparison Clock, Registering and Bulletin Point.
P. Station Protection Signals. On both sides of station name indicates signal on both sides of station. When preceding station name, signal is located east or south of that station. When following station name, signal is located west or north of that station. Station Protection Signals are indicated by a sign attached to the signal mast showing letters S.P.S.
R. Registering Point.
X. Crossover.
Y. Wye.
Z. Yard Limit Boards. On both sides of station name indicates yard limit boards on both sides of station. When preceding station name, board is located east or south of that station. When following station name, board is located west or north of that station.

P.—Where no operator on duty, or where authorized to do so by time-table, regular trains scheduled through over two or more subdivisions, and having the same number on each subdivision, are authorized to assume the schedule of the train of the same number from intermediate initial points and leave such intermediate initial points without terminal clearance.

R.—Where time-table footnotes require that switching movements over certain highway crossings be protected by a member of the train crew, these instructions include the movements of engines either before, during or after the switching movements take place.